

WORKERS REVEAL DECREASE IN COST OF MAKING SHOES

Union Men Attack Grounds on Which 50 Cents a Pair Additional Price Is Based.

TEN PER CENT DROP
RECORDED IN DECADE

Figures Now Down to Between Sixty and Seventy Cents for Three Dollar to Seven Dollar Product.

MACHINERY A BIG FACTOR

Labor Saving Devices Have Enabled Ninety Per Cent of Manufacturers to Pile Up Fortunes.

[SPECIAL DESPATCH TO THE HERALD.] BOSTON, Mass., Sunday.—How shoe manufacturers will be able to convince investigators for the Attorney General's department that there is justification for the proposed advance in the prices of shoes after the full samples have been sent out in March is a question that is receiving careful consideration in the shoe centres of New England.

"Blaming it on the Beef Trust, on the scarcity of raw material and on the expense of ill advised billboard and electric sign advertising is all very well," said a prominent officer of the shoe workers' union, "but the manufacturers will never be able to prove any of these claims if the Attorney General takes action. Raw material has undoubtedly advanced in the last ten years, but on the other hand, labor saving machinery has so cut down the cost of production in the same period that the plot of the manufacturers would be exposed and they would be convicted of violating the Sherman act before they fully realized that their case was before the courts."

Facts obtained by HERALD reporters in the various shoe manufacturing centres of New England show that ninety per cent of the men who have gone into the business of shoe manufacturing have become wealthy and that many of them started with barely sufficient capital to pay for the lights in their factory buildings.

Modern shoe manufacturing machinery has made cuts in the cost of production that are astounding. Before the introduction of machinery the cost of making a pair of shoes that sold for from \$6.50 to \$7 a pair was from \$2.50 to \$3. Added to this, of course, was the cost of the material. The cost of making shoes which sell to-day at from \$3 to \$7 a pair is between 50 and 70 cents. In the last ten years the cost of production has been lowered at least ten cents a pair, declares a manufacturer who has been in business thirty-five years.

John S. Kent, president of the Brockton Shoe Manufacturers' Association, said a few days ago that raw material had advanced from seven to ten per cent.

"These figures seem to demonstrate the truth of the contention that there is no justification for an increase in prices," said a man who has been making a study of shoe manufacturing conditions.

Curious as it may seem, the introduction of machinery into the shoe factories has increased the pay of the operatives and there are more employed in the factories, according to John E. Tobin, president of the International Boot and Shoe Workers' Union, than before the introduction of machinery.

"The man who received \$2.50 a day in the times when he did all the work on the shoes excepting the stitching of the uppers now receives \$3.50 a day," said Mr. Tobin to-night. "Machinery has been a good thing for the operatives as well as for the manufacturers. In the days when shoes were made by hand and the skilled shoemaker got \$2.50 it would take him all day to make one pair of shoes."

"Now the shoe passes through many different hands, and one operative, instead of spending all day on one pair, now works on parts of fifty or sixty. The operatives are all paid on the piece work system, and lasters, stitchers, vampers and the various classes of employees are doing more work, getting better pay and making much greater profits for the manufacturers than they did before machinery was introduced. The cost of labor has nothing to do with the proposed rise in prices. Scarcity of raw material is alone to blame."

"Do I believe that the manufacturers are justified in asking more for their shoes? Yes, I do, but every one should remember that if there is a fifty per cent advance a pair not more than about five cents of that will go to the manufacturer. The rest will go to the wholesalers and retailers."

GETS HIS AEROPLANE
OUT OF SWAMP

Robert G. Fowler Reaches New Orleans and Circles the Spot Where Moisant Died.

[SPECIAL DESPATCH TO THE HERALD.] NEW ORLEANS, La., Sunday.—Robert G. Fowler, the aviator, finally flew into New Orleans to-day after having been bogged in a marsh twelve miles from the city for a week. He made his start from a hand car on a railroad track, and narrowly escaped disaster. A negro helper holding the machine on the car, was struck on the head by the propeller and knocked senseless.

As the machine rose in the air Fowler headed for New Orleans, crossing the Mississippi at Harahan, five miles above the city. He circled the spot where just a year ago John B. Moisant met his death. Continuing toward the City Park, Fowler flew over the cemetery and then slid easily to the ground.

Fowler will give an exhibition flight to-morrow and Wednesday will continue on his journey East, having made arrangements for an exhibition flight at Gulfport. He will go to Mobile, thence to Montgomery and Atlanta, and then will head for New York.

TO EXHIBIT IN GERMANY.

In response to an invitation from the Imperial German Aero and Auto-Club, John S. Sloane, president of the Sloane Aeroplane Company, has arranged to exhibit the armored military aeroplane the concern is building in Brooklyn at the German Aeronautical Exposition which opens in Berlin from April 3

Columbia Student, Strangely Missing, Awakes Far at Sea

Harold W. Wellington, of a Wealthy Boston Family, Returns with Stirring Story of Being Shanghaied and Working His Way Across the Ocean and Back.

The story of the mysterious disappearance and strange return of Harold W. Wellington, a senior in the Columbia College of Physicians and Surgeons and the son of Frank O. Wellington, a wealthy shipbuilder of Boston, was told to a HERALD reporter yesterday by Marcellus T. Hayes, a lawyer, of No. 140 Broadway, and the room mate of Wellington while he was taking the academic course at Columbia.

Mr. Wellington disappeared late in October, and so anxious did his friends become that the following personal advertisement was inserted in the HERALD of November 7:

"DUKE.—Call at my office at once; valuable information; everything O. K."

While at Columbia the student was called "Duke" because of his dapper appearance. No answer was received to the advertisement, and nothing more was heard of the young man, according to Mr. Hayes, until a stranger with a full beard, gnarled hands, coal dust all over him, and wearing ragged clothes, stopped in the office of the lawyer on Saturday, December 23.

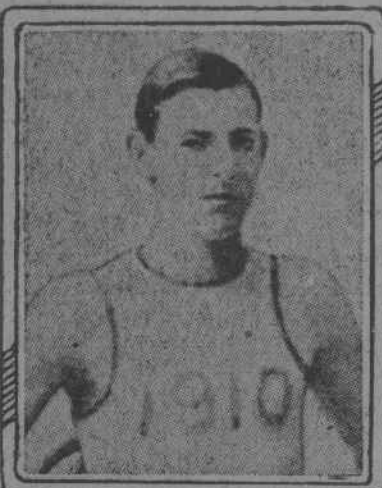
"What can I do for you?" asked the lawyer, briskly, as he looked at the disreputable appearance of the stranger.

"Don't you know me? I am 'Duke' Wellington," replied the caller.

"I was so surprised in his changed appearance," said Mr. Hayes, last night, "that I didn't know my old roommate."

"Give me the price of a shave and I'll convince you," answered my caller.

"Wellington declared that the first thing that he knew after disappearing, was when he recovered his memory one day and found himself on board a steamer. The student had received a blow on the head early last fall and was subject to lapses of memory. Wellington told me that he was informed on board the steamer that he had shipped before the mast for Hamburg. There was nothing for him to do but to complete the voyage. When he reached the German city, he had little money with him, and on account of his appearance he was unable to convince any one that he was the son of a wealthy man and could afford to repay the passage money which he required to get back to the United States. Therefore he shipped as a stoker on board the President Grant, and he took his regular turn in the hold all the way back."



H. W. WELLINGTON

Such was the story as told to Mr. Hayes by his former roommate. The lawyer declared that the student did not remember from what port he had shipped or under what circumstances. Mr. Hayes said that the young man had gone to his father in Boston after he had loaned a suit of clothes and some money to him. He did not know his New York address.

Wellington was a star track man when he was taking the academic course at Columbia University. He was a member of the Phi Kappa Sigma fraternity. Some of his fraternity brothers declared yesterday that Wellington had told them after his return that he had gone to Philadelphia during the world's series between the Giants and the Athletics and that during the several days of rain which interrupted it he had remained in Philadelphia. He declares the last thing he remembered was that he went out of his hotel one night and that when he came to he was on board the steamer bound for Germany. He thought he had been shanghaied.

The story current at the fraternity house, No. 536 West 114th street, was that young Wellington had gone to the American Consul in Berlin after his arrival in Hamburg and that on account of his appearance he had been laughed at when he asked for aid. Wellington was married about a year ago.

Navy Aviators Go to San Diego This Week for Winter Training

Lieutenants Rodgers, Ellyson and Towers, and Ensign Herbert Will Take with Them the Hydroplanes Which They Have Been Using at Annapolis.

[SPECIAL DESPATCH TO THE HERALD.] ANNAPOLIS, Md., Sunday.—Lieutenants John Rodgers, T. G. Ellyson and J. H. Towers and Ensign Victor D. Herbert, comprising the staff of United States Naval Aviators that has been experimenting here in the use of flying craft in connection with naval operations, will leave for San Diego, Cal., next Wednesday. The air craft of the Wright and Curtiss types are being packed and will be shipped on the same day.

The work at San Diego will be along the same lines as that which has been undertaken at Annapolis, except that the proximity of the Pacific fleet will make it more practicable to experiment in making flights from the decks of ships and also in returning to them, using both the Curtiss hydroaeroplane and the Wright aeroplane, with the Burgess hydroplane attachment.

It is expected that all of the aviators who will go to San Diego will return to Annapolis in the spring. They will be joined by other younger officers of the navy, who are ambitious to become air-men.

MLLE. DUTRIEU AGAIN
WINS FEMINA CUP

Flight of 254 Kilometers Made at Etampes Beats Mlle. Hervieu's Trial at Compiègne.

Mlle. Hélène Dutrieu to-day made a flight of 254 kilometres (158 miles) in two hours and fifty-eight minutes, thereby winning the Femina Cup and beating all women's records for distance. The Femina Cup is offered for the longest continuous flight made by a woman in the year. It was won last year by Mlle.

Dutrieu, who, in that competition covered 167 kilometres. At Compiègne Mlle. Jeanne Hervieu, in competition for the Femina Cup, covered 248 kilometres (154 miles) in two hours and forty-one minutes.

MERGE CURTISS CONCERNS

The Curtiss Motor Company, with Glenn H. Curtiss, the aviator and aeroplane manufacturer as president, was incorporated at Albany last week, for the purpose of taking over all of Mr. Curtiss' enterprises, including the manufacture of aeroplanes. The new company controls the Curtiss Aeroplane Company, which manufactures the Curtiss biplane and the Curtiss Exhibition Company, which manages a number of prominent aviators, and which is the selling agency and foreign representative for the Curtiss Aeroplane Company.

The first directors' meeting for the election of officers was held at Bath, N. Y., last Saturday. The directors of the company are Glenn H. Curtiss, Montrose Wheeler, president of the Curtiss Exhibition Company; Jerome Fancull, vice president and general manager of the Curtiss Exhibition Company; G. Ray Hall, secretary of the Aeroplane Company, and Philip B. Sawyer, of Elmira, N. Y.

GETS NEW AEROPLANE.

Charles K. Hamilton, who has done very little exhibition work during the last year, has purchased a new Curtiss machine, not with the purpose of renewing his exhibition tours, but to fly when he pleases, cross country or otherwise, for the pleasure of flying.

DRY GOODS, &C.

DRY GOODS, &C.

Best & Co.

Latest Corset Styles for Women, Misses and Girls

Shaped on newest lines, to give the modish figure demanded by accepted fashions.

All the desirable models from leading makers, including the following:—

AUGUSTINE CORSETS

Made of batiste, medium hip and bust. Sizes 18 to 30. Regular price \$2.50. Sale price \$1.25

BEST HIGH SCHOOL GIRLS' CORSET

Made of imported batiste and coutil without side steels, suitable for young growing girls and small women. Sizes 18 to 26. Price in Imported Batiste \$3.00 In Coutil....\$2.00

AUGUSTINE TRIPLE LIFE CORSETS

Imported striped coutil, girdle and medium top, long hips. Sizes 18 to 26. Guaranteed to wear 6 months. Regular price \$5.00. Sale price \$2.50

DRY GOODS, &C.

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Lord & Taylor

Founded 1826



Commencing
Tuesday, January 2d, 1912

Our Annual Sale of Muslin Underwear Corsets & Silk Petticoats

The culmination of months of endeavor not only to duplicate but to surpass, where possible, the splendid values of former years.

Night Gowns

50c, 98c, \$1.25, \$1.95, \$2.50, \$2.95, \$3.45, \$3.95, \$4.50, \$4.95, \$5.45 & \$5.95

Combinations

Corset Cover and Drawers, and Corset Cover and Skirt.

98c, \$1.25, \$1.95, \$2.50, \$2.95, \$3.45, \$3.95, \$4.50, \$4.95, \$5.45 & \$5.95

Drawers

50c, 75c, 98c, \$1.25, \$1.95 & \$2.50

Chemises

98c, \$1.25, \$1.95 & \$2.50

Corset Covers

50c, 75c, 98c, \$1.25 & \$1.95

Petticoats, Fitted Tops

98c, \$1.25, \$1.95, \$2.50, \$2.95, \$3.45, \$3.95, \$4.50, \$4.95, \$5.45 & \$5.95

Princess Slips

Sizes 34 to 44

\$1.50, \$1.95, \$2.50, \$2.95, \$3.45, \$3.95, \$4.50, \$4.95, \$5.45 & \$5.95

A Sample Line of Fine

Night Gowns, Combinations & Petticoats at less than manufacturer's prices.

Imported Hand Embroidered Gowns

\$1.95, \$2.50, \$2.95, \$3.95, \$4.95, \$5.95, & \$6.45

With Embroidered Initials

\$2.50

Imported Hand Embroidered Combinations

\$1.95, \$2.50, \$2.95, \$3.95, \$4.75, \$5.45, \$5.95 & \$6.45

Imported Hand Embroidered Drawers

98c, \$1.25 & \$1.95

Imported Hand Embroidered Chemises

98c, \$1.25, \$1.95, \$2.50, \$2.95 & \$3.75

Imported Hand Embroidered Corset Covers

98c, \$1.25 & \$1.95

Imported Hand Embroidered Petticoats

\$1.95, \$2.95 & \$3.95

Silk Petticoats

Messaline, Chiffon Taffeta, Silk Jersey and Jersey Top Petticoats, in a large assortment in black, colors, white and black and white.

Messaline & Chiffon Taffeta Petticoats

Accordion pleated and tailored

\$3.00—Value \$5.95

Chiffon Taffeta & Messaline Petticoats

Side and accordion pleated

\$3.95—Value \$7.00

Messaline & Chiffon Taffeta Petticoats

Made in fancy pleated

\$5.00—Value \$10.00

Messaline & Chiffon Petticoats

in deep accordion

\$5.95—Value \$11.00

Several